

Builders of Uintah

A CENTENNIAL HISTORY OF UINTAH COUNTY
1872 TO 1947

Arranged and Published

by

Daughters of the Utah Pioneers

of

Uintah County, Utah

1947

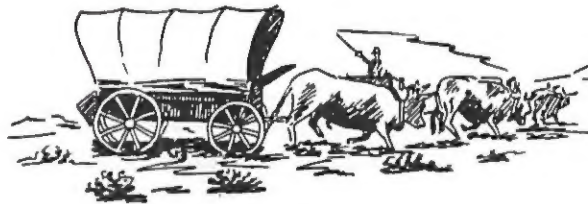
Included here
are:

Bridges

Stage Picts

Transportation

Yester Year
picts.



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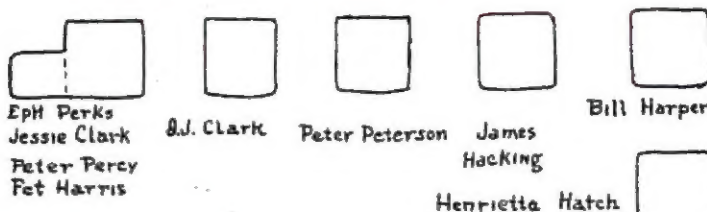
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Builders of Vernal

DUP

Fort in the center of Vernal in 1879... to 1882

Year of the hard winter



In January 1881 first school was organized
C.C. Bartlett was first teacher. Miss Kate
Ashton was teacher in summer of 1881. She
later married the first Mayor of Vernal,
S.M. Brown. The school building was a one-
room loghouse. Situated where the present
Commercial Hotel lawn
is... by the
Post Office.



Uncle Jerry Hatch

R.R. Hatch

Granary

↑
VERNAL
AVE.
↓

Brad Bird

James
Henry

A.C.
Bartlett

A. Hadlock

A.J.
Johnston

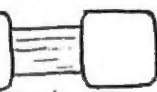
Ron
Taylor

Mon
Taylor

Bill
Gagon

Tom Karen

← MAIN ST. →



Blacksmith
Shop

Present
Bus Depot

Present
Bank of
Vernal

Log cabins were 16 by 16 Foot with a 16 foot space between. They were located where the middle of main street is now. The old McClellan Home across from the Post Office, with it's first two rooms was used for the second school-house in Vernal city proper.

The Fort was torn down in 1882. People started moving their homes to their farms in 1880. Soon, the Old Rock Co-op was erected.

Then the first Central School was erected by Grace Bros. Contractors, in 1900.

to carry out the purpose, as in the beginning, of promoting in any way possible the interests of the sheep grazers on the Ashley National Forest and of the sheep industry.

The sheepmen of Uintah county have been organized under various names and in various capacities since an early date. However, records concerning these organizations are not available.

In 1910 our summer pastures, the Ashley Forest, was put under control and reproduces, year after year, about the same amount of forage. In 1935, the Public Domain was placed under Federal regulation. These ranges were in such a depleted condition due to over-grazing and drought, that drastic reductions had to be made in livestock. The number of sheep was reduced 33 percent and large numbers of cattle eliminated. This worked a hardship on the citizens of our county. But they were necessary in order to save this great natural resource of ours.

What is being done to rehabilitate the range besides the reduction of livestock? First, stock has been eliminated from the winter range during the growing season, re-seeding, both natural and artificial is being carried on by the Grazing Service, water holes, drift fences, rodent control, erosion control, and many other beneficial practices are being carried on by the community. This will give better range, improved quality of livestock, more productive livestock, less loss of livestock, better lamb crops, better wool crops, better calf crops, fatter beef, more dollars on less numbers.

Uintah is always striving for improvement with better quality and greater quantity. An important factor to help has been the passing of the Grazing Act in 1934. At that time Utah was divided into two districts and Uintah was in the District No. 2. By 1935 the office was set up in Uintah and we are now in District No. 8. The following men have been in charge of our office: J. I. Peterson, the first Regional Grazeer, with Howard Majors, second. During this time, J. A. Cheney was the local man in charge of the program and did a great deal to promote the work and put it into operation in this section. Then E. E. house was stationed here as grazeer, and has been followed by Wayne Larson and Dale C. Naylor, who is in charge at the present time.

IRRIGATION AND CONSERVATION IN UINTAH COUNTY

By Howard M. Ivory and Charles Hardy

IRRIGATION

Irrigation in Uintah County began when farming started. One of the first requirements of a suitable farm site was one that could be supplied with water. Therefore, the first farms were developed along Ashley Creek, the Uintah river, and White-rocks river. One of the early explorers, John Wesley Powell, noted that the Indians were growing po-

tatoes, pumpkins, melons and other vegetables in small patches in 1869. Pardon Dodds (the first Indian Agent is credited with starting irrigation out of Ashley Creek in 1872. He located on a homestead northeast of the present site of Maeser and he built the first irrigation ditch from Ashley Creek. This same ditch is in use today and is known as the Dodds Ditch. In 1878, a settlement was formed at Incline (Jensen) by a group of Mormons. It was at this time that farming in Ashley Valley received an impetus, and in the following year a great increase in the immigration to Ashley Valley took place. Many difficulties plagued these first settlers of Uintah county, but by 1883 they had made the valley respond to their efforts. They had constructed a number of ditches from Ashley Creek and Brush Creek and were irrigating sizeable tracts of land. During this same period the Indians, with encouragement from the Mormons and the Indian Agent, began expanding their irrigated acreage on the Uintah river, but progress of the Indians was slow, and little was accomplished by them alone. Because all the draining area of the Uintah river was within the Indian reservation, while men were not allowed to settle in that area.

ASHLEY CENTRAL IRRIGATION Co.

Not until 1880 were there many attempts made to utilize the lands at any distance from the creeks. As the population gradually increased, however, it seemed imperative that someone make the first attempt to cultivate additional acres.

After the feasibility of the plan had been demonstrated, others followed and built a canal which on Jan. 17, 1884, was incorporated as the Ashley Central Irrigation Company. The first officers were Jeremiah Hatch, Israel J. Clark, Alva Hatch, Jas.



WATER WHEEL

GOODRICH, E. J. and LOTA CHENIERE, LOUISE
GOODRICH, James Shaffer, John Nielson, Nathan Hunting, William Gillman, William Merrell, Mary Kay, Lydie Shaffer, Byron
Gardiner, Mr. and Mrs. James Hacking, Emma Hullinger, John Palmer, William Gardiner, Harriet Merrell, Julia and
Goodrich, Albert G. Goodrich, Mary and Frank Merrell.

Part of the old Rock Co-op Store that set back away from the street is seen at the extreme right. About 1905, the old building was torn down and the present building erected. It was joined on to the above brick section, later the west section was



Three Hundred Nineteen.

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J. H.
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president, Mrs. Zina Howard; second vice-president, Mrs. Edwin Carmen; treasurer, Mrs. Isobel Johnson; recording secretary, Mrs. Mina Murdock; auditor, Mrs. Frank Lewis; state director, Lillian Henderson. The reason for federation, as explained by Mrs. Peckenpaugh, is that, banding together as a group and belonging to the state and national federation, women's clubs can be a great influence for good in our civic, educational and economic life.

The following have presided over the activities of the club as president: 1st—Mrs. Minnie Chapman, Vernal; 2nd—Mrs. Rowena Lambert, Vernal; 3rd—Mrs. Birda Merkley, Vernal; 4th—Mrs. Elva Seeley, Vernal; 5th—Mrs. Ellen Rawlings, Roosevelt; 6th—Mrs. Lillian Henderson, Vernal; 7th—Mrs. Mary Manwaring, Vernal.

A CELEBRATION I REMEMBER (1889) By D. S. T. Oakley

Long years ago, in fact, forty-eight years, when I was a little girl of six, I remember a big celebration down in Lars Jensen's grove. At that time there were just fifteen families in Jensen Ward.

The Fourth of July came along and people were wondering what to do to celebrate. On the third of July, Edward Gray came riding up to each house and said, "All you women cook up what you have today, for tomorrow we are going to celebrate. John Rasmussen and his brother Ephraim have just come back from Salt Lake City with a load of freight for

Colonel Monroe's store. They have candy, nuts, oranges and firecrackers. A few of us have thrown in and bought the lot so the poor kids here can have some fun." In each home everyone got busy; washings were done, children bathed, and things were cooked. I remember all my mother had to cook was a bushel of new potatoes and string beans. Mary Ann and Jenett Case together cooked almost a wash boiler full of green peas. Matilda Case baked sixteen loaves of bread. (Till and Peter Case had just been married the fall before and they had no children then.) Lizzie Packet had doughnuts enough to feed an army. Mary Jane Angus made pies and cookies. Aunt Polly Ainge had sixteen pies and a big kettle of cottage cheese. Aunt Lucy Dudley, as we all called her, boiled fifteen chickens, and then took eggs, baking powder, flour, salt, and more bread. Ester Rasmussen had the biggest kettle of boiled beef I ever saw. Oh, how good it did taste to all us poor kids that had eaten no meat for so long. Hattie Burton had a twenty-pound roast of beef. Mrs. Florette Burton had two twenty-pound buckets of ice cream she had laboriously frozen. Aunt Edna Stewart had two ten-pound buckets of ice cream. Sister May had two-ten-pound buckets of ice cream; also Grandma Chatwin and Henry had half of a roast hog. These poor people all fixed what they had but when it was all put on a long table which the men had made between two trees, it was a sumptuous feast. All those women, in their faded, patch blue, gray and brown dresses of calico,



SENATORS AND REPRESENTATIVES

From Uintah County Statehood

From the 12th Senatorial District, Uintah, Grand and ... was entitled to one ... district was re-allocate ... h counties ... t was en-
titled to ...

—From ... p. 205

Year ...
1896 Robt. C. ... bson
1897

1899 Hardon B. ...
1901 Hardon B. ...
1903 Hardon B. ...
1905 Hardon Benn ... Allen
1907 Alonzo Brinker ... John N. Davis
1909 Alonzo Brinker ... Dist.) John N. Davis
1911 G. A. Iverson (14th Dist.) Byron D. Nebeker
1913 G. A. Iverson (12th Dist.) Enos Bennion
1915 Don B. Colton (12th Dist.) Byron D. Nebeker
1917 Don B. Colton (12th Dist.) Lewis W. Curry
1919 W. T. Lamph (12th Dist.) Lewis W. Curry
1921 W. T. Lamph (12th Dist.) Isabrand Sander
1923 Wm. H. Smart (5th Dist.) Wm. H. Siddoway
1925 Thos. W. O'Donnell (5th D.) Wm. Siddoway
1927 Thos. W. O'Donnell (5th D.) Jas. C. Hacking

1929 Ray E. Dillman (5th Dist.) James C. Hacking
1931 Ray E. Dillman (5th Dist.) James C. Hacking
1933 Hyrum B. Calder, (5th Dist.) W. Stan Ashton
1935 Hyrum B. Calder (5th Dist.) Geo. A. Slaugh
1937 G. V. Billings (5th Dist.) David H. Calder
1939 G. V. Billings (5th Dist.) M. W. Curry
1941 Lynne Ashton (5th Dist.) B. H. Stringham
1943 Lynne Ashton (5th Dist.) B. H. Stringham
1945 H. Grant Vest (5th Dist.) Leo Calder
1947 H. Grant Vest (5th Dist.) Francis Felch

LATER IMPROVEMENTS AND DEVELOPMENTS OF ASHLEY VALLEY

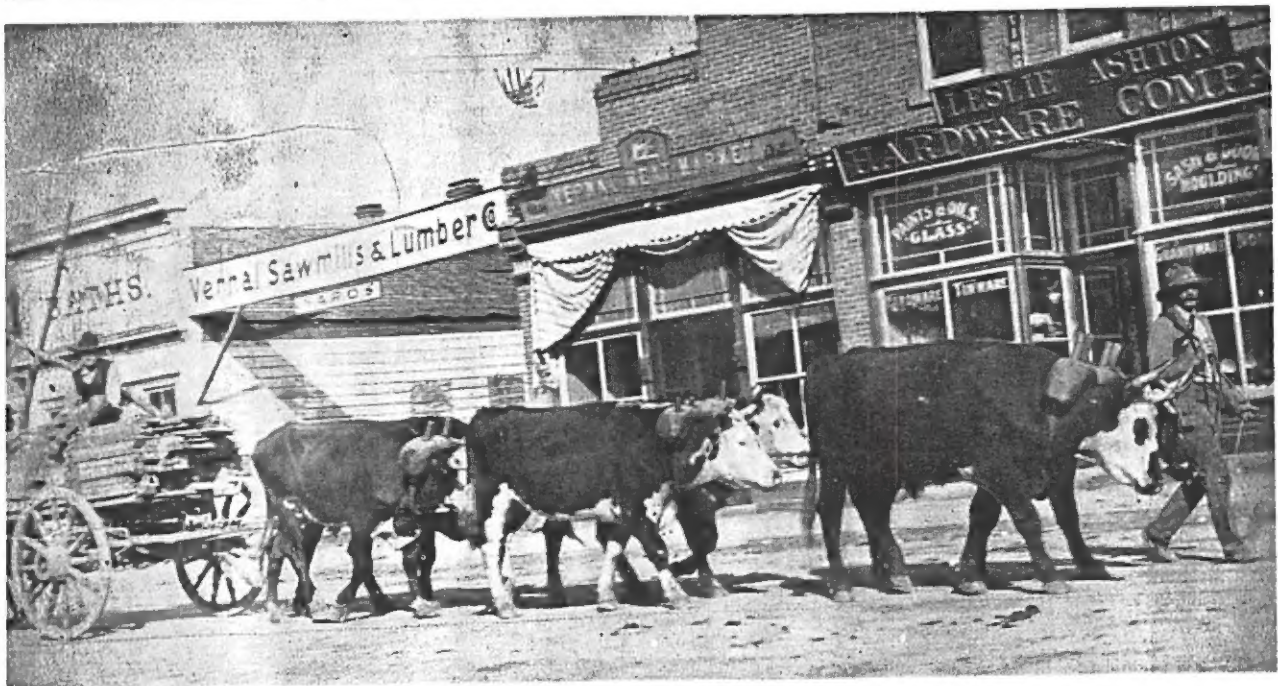
VERNAL

Contemporary with the establishment of Fort Duchesne in 1886 was also the naming of Vernal. An article written in 1907 by R. S. Collett contains the following interesting and enlightening chronology. It's contents add significance to the article, "Name of Vernal City," written by C. B. Bartlett.

1 Ashley Townsite (Vernal) was surveyed and plotted in March, 1885, by Dr. H. C. Hullinger.

2 In the fall of 1885 Blythe and Mitchell opened the first store on Ashley Townsite.

3 On Sept. 23, 1886, a postoffice was established and called Vernal.



HENRY C. RUPLE'S OXEN TEAM

Two Hundred Thirty-three

Manwaring in "Come Where The Lillies
ing the bass solo the words, "On the
Path by the Broo le," etc.

ms to me that Lauritz M. Sorensen was
the choir leader, and that the sacred cantata
starring David Manwaring as "Jacob"
in Joseph Winder as one of the brothers.
just offering. In my mind's eye and ear, I
ad hear David, impersonating the aged and
atriarch, sing "Wherefore Dealt Ye So Ill
as to Tell the Man Whether Ye had Yet a
bringing tears all around in the audience.



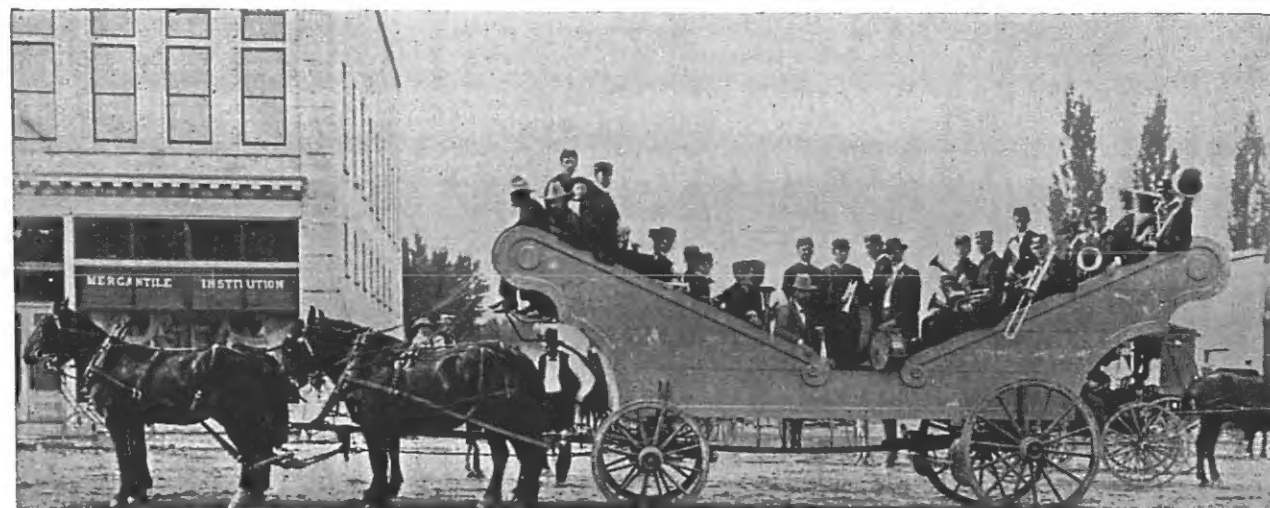
Collett, 4 Hazel Watkins. Seated, second
ay Stringham. Third row—Milton Mar-
thorp, Ira Anderson, Fern Hacking.
atie Pope, Dwight Dow.

EARLY BANDS IN ASH VALLEY

The first attempt at a Brass Band was started
some time in 1887 or 1888 by E. J. Starkey, he hav-
ing been a band member while yet in England.
His urge and work organized the first band with
about twelve members, which appeared a few times
on special occasions. The members that I remem-
ber were: E. J. Starkey, Peter Hansen, Orson B.
Calder, Thomas Bingham, Wm. H. Oaks, Frank
Abplanalp and E. C. Hadlock. They were mostly
older, men widely scattered over the Valley, and did
not succeed as well as men without so many every-
day cares. Early in the summer of 1893, the Band
Bug began to gnaw again. But this time George E.
Adams had come to Vernal. On pleasant evenings
the sweet tones from his Bd cornet floated out over
the town and it was a great pleasure to sit out in
the cool air and listen to the beautiful strains of
music. I wish to pay this tribute to Mr. George E.
Adams, he was a musician of great ability, having
had training in vocal as well as instrumental music.
A graduate of Boston Conservatory of Music. A
man willing to give of his time and talent for any
worthy cause without charge. He helped very much
in raising the standards of the pleasing art in his
community.

THE ADAMS CORNET BAND

You cannot have a band without the things to
make a noise on. So the first step was to procure



The Adams Band

Two Hundred Forty-one

were Samuel R. Bennion, Wm. P. Coltharp, and
Lycurgus Johnson. (The list of instruments included
four cornets, two Ed's, two Bb's, four clarin two
alto and two tenor, one trombone, one double bass
horn, and two drums.) The members of the first
band as they started, as far as I can recall, were:
Geo. E. Adams, Peter Hansen, Laruets Sorenson,
Stanley Ashton, Lynn Ashton, John Merkley, E. H.
Belcher, Geo. H. Bartlett, James Coope, E. C. Had-
lock, John T. Pope, Marcellas B. Pope, Rock M.
Pope, Joseph Ritter, Richard Jensen, and A. C.
Emeret. I think we had about twenty members, but

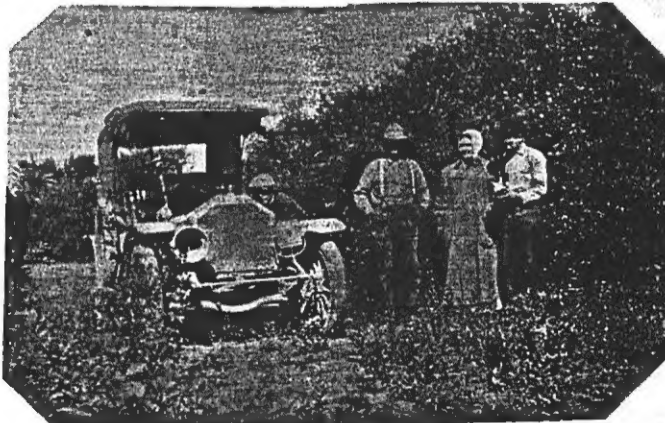
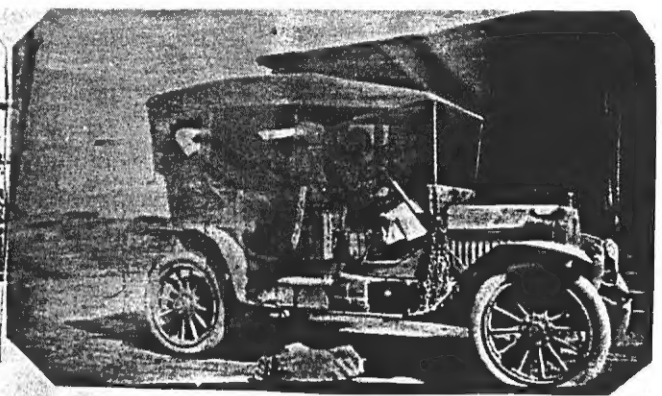
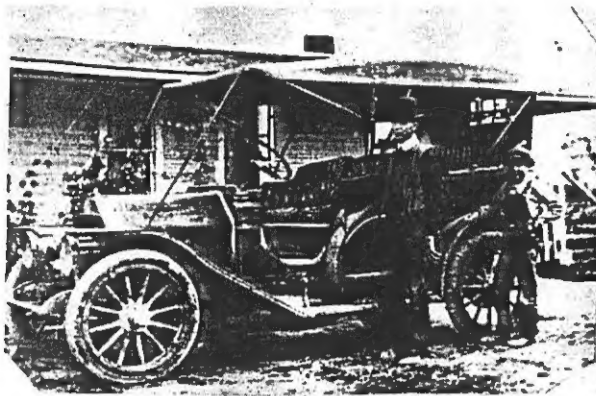


George Adams, cornet; Johnny Pope, trombone;
Elizabeth Winn, piano; Wm. Winn, Peter Hansen.
Played at the old Social Hall from about 1895 to
1908. Ed. Brian called for and managed the hall.

began closing the distance between himself and Davis. Davis jumped off his horse at the mouth of Ashley Canyon and made a stand behind a big boulder where Pope held him until other pursuers arrived. At the next election, John T. Pope was nominated and elected sheriff without his knowledge. He served two terms at a salary of \$300 per year, as the territorial laws provided. His years as sheriff covered those years when the outlaws in Brown's Hole were most aggressive. Through Pope's fearlessness he merited the enmity of the outlaw element. One of his big jobs was to check the cat-

tle rustlers as there were plenty of them in the county. One group known as Maxwell's Gang, came from Nine-mile Canyon where they stole the cattle and then drove them to Price to be sold. Pope cleared the county of such men as these and had the reputation of being one of the greatest sheriffs Uintah county ever had.

Some of the outlaws of his time were: Harry Tracy, Matt Warner, Butch Cassidy, Iza Tay, Harvey Logan, Jack Bennett, Johnson, Trant, and two unknown Mexicans killed by Pope.

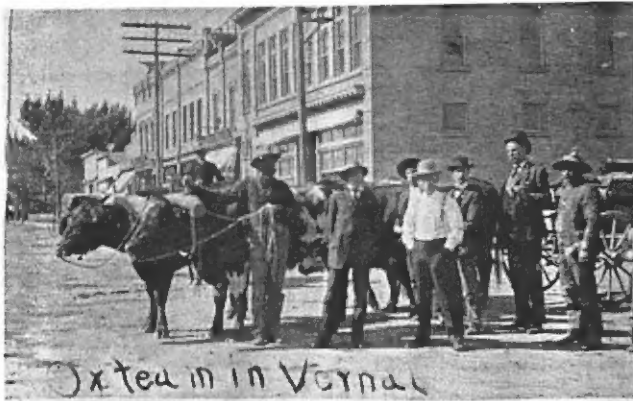


GROWTH IN VERNAL'S TRANSPORTATION

the agent there for many years. Upon arrival here the bill was checked by the merchant and freighter and many times the weight of the cartons or weights were deducted from the weight of the items, making it necessary for the freighter to stand the loss in the weight of the cartons, etc.

The merchants rotated the freight shipments and gave each man an equal chance. However, some of them hauled winter and summer, others only when the farm work permitted, but each came

in their turn. There were always two outfits together and sometimes three, but not more. It was an unwritten law of the freight road that "you help me and I'll help you," and this proved to be a wonderful creed by which to live because hardly a day passed when they did not need each other's help in some way. It was necessary to not only carry food for themselves but hay and grain for animals, also barrels of water for the horses and a large roll of bedding. Many men did not own tents so their



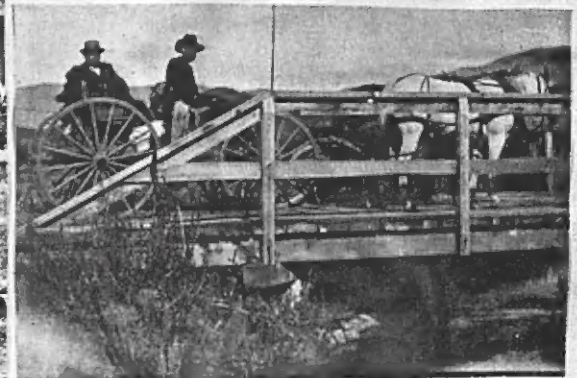
Ox team in Vernal



Ox Team in Vernal

John and Docia Clark

Wash Caldwell and Mathew Caldwell



H. Herbert; Geo. Wardle. Mud in Indian canyon

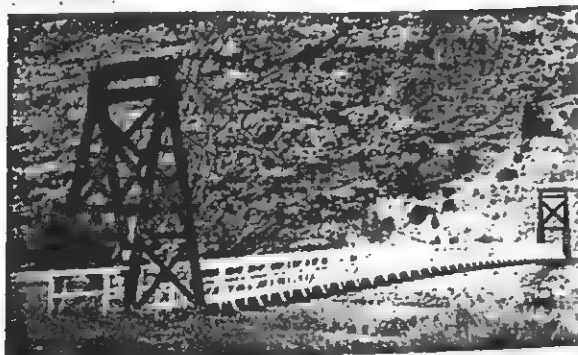
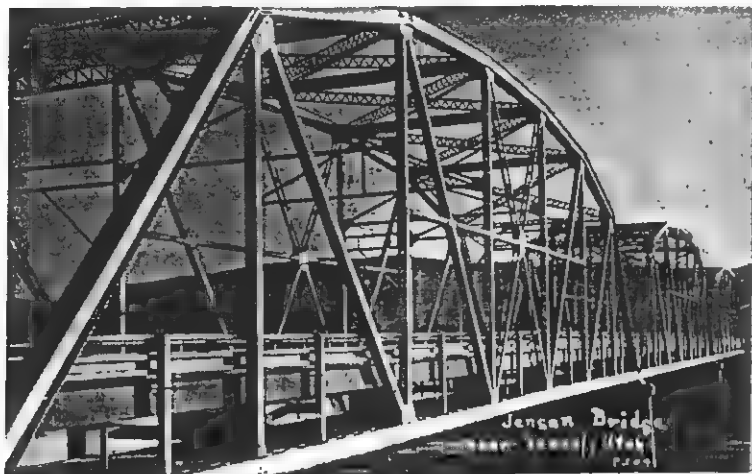
Freight Teams of Uintah Railway

White River

322

nights were spent in the open. The summers were pleasant but winter weather made many hardships. The thermometer at times dropped to 40 below zero. Icicles several inches long would be frozen to the horses' noses each morning and many times the men walked most of the way to Price and back, to keep warm.

It was possible to make around twenty miles each day, that of course depended on the weather, the load and conditions of the team, etc. There was a well-established campground at the Half Way Hollow. At this place they could water their horses for 25 cents each. This water was hauled by camp attendants a distance of two miles and kept in tanks



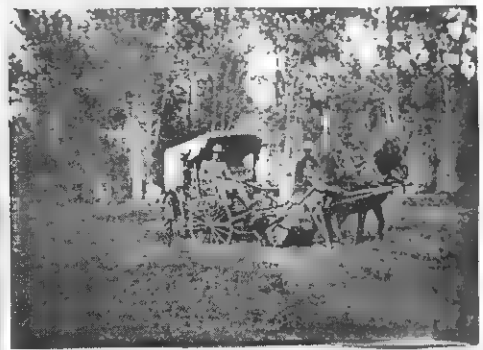
BRIDGES AND FERRIES OVER GREEN RIVER

berry, Fruitland, Duchesne and Vernal. Who the original finders of this route were, is very uncertain. Mr. C. B. Bartlett quotes the old gentleman Hatch as having said, "This road was the most natural route to be found," or words to that effect.

We know that J. C. Fremont, in 1844, followed a route from Utah Lake through Uintah and Ashley to Brown's Park. Perhaps Fremont followed this natural route. This general route was on the trail between Utah Lake and the Platte region followed by fur traders in the 1830's and 1840's. How early it was established, the writer is yet uncertain. That it did follow a most natural route is unquestionable.

That the early traders and explorers followed the paths of least resistance is a certainty, and that natural trails had long been sought out by Indians is a matter of fact.

The Uintah and Ashley Valleys, besides being on the trail between Utah Lake and the Platt region, were also at the crossroads with another route of travel between Taos, New Mexico and Fort Bridger to Fort Hall. There were various trails over the Uintahs as used by the early Rocky Mountain Fur Traders. In 1869 we have already recalled the entry of William Gibson, Pardon Dodds, Blankenship, Professor Marsh and others who came into the val-



UINTAH'S EARLY STAGE COACH DAYS

miles long upon which they could drive or ride a spin out into the country in the evening after the day's work is done. Let's quit having people feel sorry for us, let's build a road.

May 27th, 1910, Vernal Express:
"The first regular automobile on the trial mail service came into Vernal at 11:45 from Dragon, having the mail and some passengers, a good crowd of



The Baxter Pass, about 9,000 feet., of the Book Cliff mountains. Narrow gauge rails used. Snow scene: getting the Shay engines over the pass. James McNaughton on the Alhandra ferry. Alhandra station in high water in 1912; Mr. and Mrs. Robert (Bob) Johnston. Uintah Railway. 1913—Uintah Railway Co. first Holt caterpillar brought into Uintah Co., used from 1 to 2 years on road to haul freight. Drivers: Clarence Thomas and Henry Workman. The car used on the narrow gauge railway. Engine used by the Uintah Railway to haul freight. Babe Woods on the freight wagons for the U. R. W., in front of the Orpheus.

Dragon, it was almost impossible to recognize them.

In 1906, after the Uintah Railway Co. had completed the line from Mack to Dragon, the mail

came from Dragon to Vernal, Fort Duchesne, Myton and Duchesne for a short time.

It was during this time that Johnny McAndrews was superintendent of the stage, mail, and



U. S. Gov. trucks in Indian canyon. The station in Indian canyon pass where mail would be held up for months at a time. In the winter bobsleds were used to transfer mail and passengers over the mountain. The story is told that one time a bag of money containing \$60,000 was lost in the warehouse for a period of months, the men thinking that it was a bag of washers; it was found by Bob Johnston and delivered to the Duchesne P. O. This mail truck was driven by Mr. Johnston in 1916. Washout above Antelope Creek station where the transfer started. Ash Roberts and the first Gov. mail truck brought into Vernal. The Garford truck driven by Jack Eagers, wrecked while hauling mail on Indian Canyon pass for A. M. Murdock. The Buick stage used from Watson to Vernal in 1915 by Uintah R. W.: Jack Boulder, Harry —, Robert L. Johnston. Mail trucks in the mud.

My-
leAn-
and

freight lines, with E. S. Gurr as road foreman. They were driving the four-horse stage coach with Bob Johnston, Dave Johnston, Ed Wardle and George Bagle as drivers. The stations were White River, (called Ignatio), Kennedy, Alhandra, and Chepeta.

Mr. Ted Corless who had been since 1902 working for the St. Louis Asphalt Co. with a crew of men, getting the patents, working the assessments, and building the roads to the claims, was asked to live at Whiteriver where the old wooden toll bridge was located. He moved there from Vernal, after having lived at Bonanza and Dragon, where he was injured. Both Mr. and Mrs. Corless saw the flood take out the Wooden White river bridge; the station was then moved up to the new Steel bridge. They spent about 26 years in collecting toll for the White River bridge.

Mr. James McNaughtan was the first regular ferryman at the Alhandra Station. He lived there with his family from 1905 to 1910 and then Mr. Bob Johnston and his family moved into the station.

The story is told how Bob Johnston brought the mail through one spring day, when he arrived with his stage and Dr. O'Donnell as a passenger to the banks of the Green river. They found the ice breaking up, and it was impossible for them to cross in the stage. The contract called for the delivery of the mail to Vernal twelve hours after leaving Dragon. Mr. Johnston being anxious to fulfill his obligation, told Dr. O'Donnell that he was going to cross the ice on foot. She said that if he would help her, she would come too. Mr. Johnston took her hand and the locked mail pouch and they jumped from block to block of ice, and so crossed over. Here they got into the stage waiting on the opposite side of the river for them, and proceeded on to Vernal.

The stagecoach was used until 1908, when the car bus was started. Buick cars were used and in 1917, the following men were driving for the Uintah Railway Co.: Billie McCay, Fred Youst, Bert Wade, Carl Olfers, Felix Wade and Glen Ballenger. Mr. Graham was the first foreman for the Auto Line, and he was followed by Dan Carpenter. The line was discontinued in 1919.

In the midsummer of 1912 the government advertised for bids for the transportation of mail between Price and Vernal, a number of public-spirited citizens of Duchesne called a meeting in the town hall of Duchesne to discuss the matter. Ten of the men, A. M. Murdock, Clyde H. Stevens, Dan T. Powell, M. L. Marsing, Ed. Gardener, J. E. Van, G. V. Billings, H. C. Nicol, R. M. Pope, and M. B. Pope, organized a company called the Duchesne Stage and Transportation Company, for the purpose of carrying mail and passengers and express. Clyde H. Stevens applied for the contract while the other stockholders signed the bond. G. V. Billings was the first manager of the company. The contract

was awarded to C. H. Stevens and A. M. Murdock. M. P. Pope and John Fortie went to Salt Lake City to buy two Buick cars, and Dec. 1st, 1912, for the first time the mail was brought in by the Duchesne Transportation Company.

After a few months' operation, when the parcel post service was extended to twenty, and two months later to fifty pound parcels without the government making any compensation for the new service, the contract and the stock of the company was turned over to A. M. Murdock, who then with Monte Young, continued the contract for the two-year period remaining.

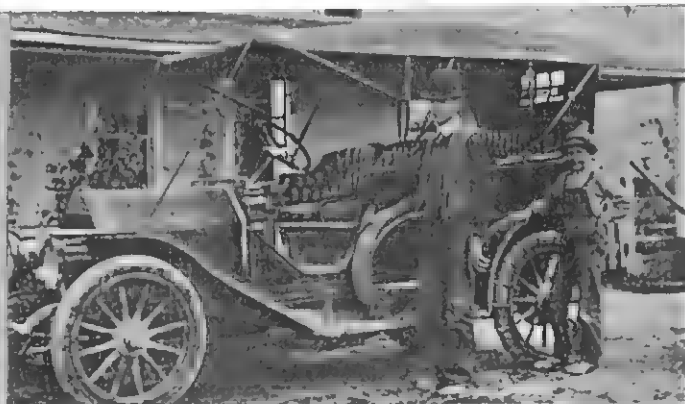
From 1914 to 1917, Monte Young had the contract and it was then turned back to A. M. Murdock. In July of 1918, Mr. Murdock reorganized and enlarged the business, engaging James Frontez as manager, installing new equipment and changing the name to "Duchesne Transportation Co." Everything went smoothly until December of 1918 when the government decided to take over the mail service and made the Transportation Co. continue on an agreement from day to day. The service was to be taken over Jan. 1, 1919, but unexpected difficulties arose and several times a day the government service was postponed, making it very difficult for the Transportation Co. to live up to the contract and give people the service desired.

The government service opened April 16, 1919, under Supt. Joe Tullis and Frank Davis. In the Sept. 19, 1919 Vernal Express, we find this statement, "Mail service between Helper and Vernal is the very best. Lake Young, Supt. of Uintah Basin U. S. Mail Truck System, is giving the Basin good service with 17 trucks and ex-service men for drivers."

It was in 1901 that Vernal had increased in population until there was need of rural delivery, and two routes were opened up with Wm. Stone on Route 1 and L. Pack on Route 2. In 1905 Mr. Stone left this employment and the mail was carried by the late David L. Richards, who remained on his route until his full 25 years were completed and he was given a pension by the government. In 1910 Richard Jensen was given the Route 1 and he also completed the full 25 years, during this time every known method of travel was used. At first it took all day to complete the route, but with cars and hard-surfaced roads, 1947 finds the mail being delivered in a few hours. Much credit is due these sturdy men who have watched the Ashley Valley grow from a desert waste to a lovely home for over 6,000 people.

The present postmaster, Pontha Calder, explained that Vernal is now classed in the second-class division, that we have in 1947, daily mail from Salt Lake City and six times per week from Craig, Colo. Parcel post has been delivered since 1915. In 1916, our local Bank of Vernal was shipped in by

winter
60,000
and de-
trans-
haul-
Boul-



The wooden White river bridge when the flood destroyed it. John Pope and Vernal's first car: 1908 Oldsmobile. The A. M. Murdock 25-passenger car, 1917. Passenger bus, Charles Palmer, Albert Slaugh, Jess Morrison, and Shirley Slaugh with 1947 Comet truck. Harry Frontz, Bob Johnston, Stanley Slaugh, Leo Kessler, machinists; first Gov. mail trucks and drivers: Slaugh took the place of Lawrence Pack after first year. Johnston made first trip from Vernal to Salt Lake; Harry Frontz being the first to bring the mail in from Salt Lake.



parcel post, each brick being wrapped separately and the distance traveled was 408 miles, as it had to come by way of Dragon. They were shipped that far by train and then on freight wagons, cars, and trucks, and every other available means. It so completely tied up the mail that it was necessary for a new law to be enacted limiting any one shipment to 200 pounds per day, and any one package to 70 pounds.

Several changes were necessary when the government took over the mail route, for one thing, the Public Service Commission of Utah had been created in 1917 and it now became necessary for a license to be issued to companies operating stage or truck lines. At this time several individuals were hauling freight and passengers from Price, Helper, and Salt Lake. One of the first companies organized was the Vernal Auto Company with Walter Barns and T. G. Alexander as partners, and another company that brought freight into Vernal was the Harmston Brothers Co. This company was organized with Les Mullins, Johnny Johnson, Harry Spouse and Eugene and Floyd Harmston. They organized to take care of the Gilsonite at the Raven mine, and made daily trips to Price. They would bring back any freight available for the Basin. This line was operated by the Harmston Company under the name of Eastern Utah Transportation Co. They sold about 1926 to Willard Richards and Arch Jones of Salt Lake City, who sold in six months time to A. T. Burton, also from Salt Lake. Mr. Burton continued to operate the Eastern Utah Transportation from Price, but he also bought the Sterling Transportation Co., that had been started by Mr. Shaw, who owned the Sterling trucks from which the company took its name, and these were operated between Vernal and Salt Lake; Provo, and Heber, hauling gilsonite out and freight into the Basin.

Harmon Sowards and Jess Evans bought a Nash truck from the Vernal Auto Company and hauled freight at the same time that Bob Johnston and Devere Carroll were freighting. They operated several years when they sold to T. G. Alexander, later buying back the company and operating it until about 1927 when they sold out to A. T. Burton, reserving only the right to haul gas and oil.

T. G. Alexander was hauling from Price with a Nash truck, making daily trips, when he purchased an interest in the Vernal Auto Company. Mr. Byron Thomas bought out the Walter Barns interest and he and Mr. Alexander started hauling the wool from Bonanza. Later he traded his interest for the Dry Fork ranch and his equity was turned over to Mr. Alexander. The trucks and equipment was sold to O. L. Jacobson, who continued to haul wool from Bonanza.

The Uintah Freight Lines, a subsidiary of Inland Freight Lines of Salt Lake, owned and operated by

Ray Lilienquist, have their station in the new building on 7th West and Main. The Sterling Transportation name has been changed but the Eastern Utah Transportation Co. will still be operated under that name from Price to Roosevelt and Vernal. The above companies were purchased in November, 1946.

In 1934 the government asked for bids for mail service between Vernal and Price and between Vernal and Salt Lake City. The contract was granted for the Salt Lake to Vernal route and the Comet Motor Express was the first company to deliver mail over this road. For four years three local men drove the mail trucks for this company. They were Bob Johnson, Stanley Slaugh, and Harry Frontz. At the same time this company was bringing the mail in from Craig. It is interesting to know that the Comet Motor Co. was in operation on an interstate basis one year prior to the Inter State Commerce Act that was passed in 1935, at first under the direction of Thos. S. Iles, then E. E. Brockman. It is said that these two men with their foresight and business initiative, did a great deal toward the progression of freighting and trucking in this section. In 1935, they hauled freight from Salt Lake to Denver with depots at Craig and Vernal. They had in 1939, seven straight trucks, but now in 1947 they are operating 29 units according to the local agent, Albert Slaugh. In 1938 Frank Edwards took the mail contract and then in 1942 it was given to Mr. McMichael, who continued until 1946.

While the mail was taken over by the government and the freight lines by trucking companies, the passenger lines were being operated at first by several individuals, these were coming from different towns into Vernal. George Fredrick White is credited as operating the earliest stage line between Vernal and Price. For about five years A. M. Murdock discontinued, Henry Bottom took over the passenger line in cars from Vernal to Helper, and then the Baxter Bros. of Provo ran the stage line from Helper for about two years.

At this time Jess Johnson, Ed Wentzel, Lou Jones and Hop Jones organized the Dodge Stage line and operated from Price to Roosevelt. They came in over the nine-mile canyon route, then they purchased the Baxter Bros. interest and operated from Helper to Vernal for some time. At this time the Strawberry route was being used during the summer months, the Helper route was abandoned as soon as the roads were kept open over the Strawberry Pass, and for four years the destinations were Heber and Vernal.

The Warren Bros., Doc and Norl, bought the Wentzel interest and they were connected with Mr. Johnson for some time. Seven-passenger Studebakers were used on the Price road, touring cars were still used on the Heber route, when Mr. Johnson and Alva Colman cooperated. They opened the

M. Murdock
truck. Harry
Lawrence Pack
Salt Lake.

8270
route through to Salt Lake with offices still in Heber and in Salt Lake, the Price route that had been operated for eight years was discontinued and the equipment for the Salt Lake route was leased to the Alexander Company with Ralph, George, Jim, and Harold Alexander, and Stanley Slauch driving the daily trips through to Salt Lake City via of Heber.

In 1931 five passenger touring cars were used but by 1935 twenty-one-passenger Studebaker buses were in use and when at this time the I. B. James Company of Denver purchased the franchise from the Johnson and Coleman Company and the equipment from the Alexander Company, they put on the 29-passenger yellow coaches. Now in 1947, the A.C.F. 35-passenger coaches are being used and what once was a hard, tiring trip, has become a five hour comfortable ride into Salt Lake City with such pleasant drivers as Jack Armstrong, Wess Chapman, Spike Hayward, Cliff Wilderson, Vernal Beckstead, Melvin Woods, Keene Carver, Frank Perry, Claude Horn, Peterson, and ——— Reaber, the Company is known as the Denver and Salt Lake Pacific Trailways.

EXPERIENCES OF HARRY RATLIFF

I had to go. I had to know
Why deserts starve, while the rivers carve
And tear out a mountain's heart.
I had to go. I had to know
Why rivers run, where they begun
To break these hills apart.
There's a voice. A conscious urge
Leave no choice. This stir and surge.
Day and night repeated,
Oft my pillow cheated,
Until the snows ran out in showers,
Until rainbows came back in flowers.
Is it true; are mountains blue;
Rivers tear with constant care,
Canyons deep, where ledges keep
Hidden tight from mankind's sight
Things unseen? Know what I mean?
I had to go. I had to know
Why deserts starve, while the rivers carve
And tear out a mountain's heart.

Mountains are bewildering. Their immensity is a tremendous thing. Their complexity is baffling, but their charm is undisputed.

Rivers challenge the right of the mountains to protect and preserve their treasured privacy. They tear out the very mountain hearts with savage persistence.

Both mountains and river water betray, by their massed might, the forces that cause them to be.

The Uintah Mountains are conspicuously contrary. They even oppose their own kind by stub-

born adherence to their direction of East and West, which no other range of American Mountains do.

Green River has long been a place of conflict, hostile to every practical purpose. She is a natural born bandit, as much as a river can be. She carves into canyons and chasms, mountains that are wholly innocent of wrongful, willful interference with her passage. There is no sense, whatever, in her behavior, except to mutilate or expose the mountains' privacy or to show off her own immodesty and unmoral exuberance. After she has done these things, she sneaks along, ashamed, but clinging to the fruits of her fantastic orgy, which clog her channel; and, sick with her burden of sluggish sludge, she is forced to free herself from her gluttony, to awaken fresh and frolicky, and to do the same fool thing again.

The first time I ever saw Green River was in 1884. My tribe, my family, forded Green River near Green River, Utah, in the fall. I have hated and loved the wanton water witch ever since.

In 1901, I, with two other men, searched her canyons from Colorado to Jensen, Utah, to learn if a railroad right-of-way could be located in her canyons. We packed our grub on our backs. We found, among other things, inscriptions on rocks, records left by other men, red and white.

We were amazed at the unbelievable height of the stone walls and dismayed by the canyon depths.

In 1910, during January, I inveigled Nile Hughle, another restless, rough, country critter, into helping me run a legal grade from the benches below Split Mountain Canyon into the canyon proper, for long before this time I had seen the idle lands and wasted water that passed beside them.

We were hauled to Watson by the Uintah Railroad, and laughed at the pugnacious efforts of the puffing contraption that pulled us up and over the Book Cliffs to Watson, where we stopped for the night. The next morning we started by horse-hauled stage over frozen rough roads for Vernal, Utah.

About half-way between where Dragon is now and where the old stage road left Evacuation Creek, the stage broke down. The driver said he would have to go back to Watson for another vehicle, so Nile and I shouldered our baggage, consisting of two grips, a transit, tripod and folding rod, and started on afoot. The driver said that if we got to White River Station the Company would take us on.

We made it into White River Station for a late lunch and hadn't more than got our soup down, when here came our wagon. Mr. Leslie Ashton of Vernal and the Indian Agent a Mr. Neal, were there waiting to go, too, so there were four passengers. We got along fine until about eight miles out of Alhandra, when a wheel broke and there we were all "busted" down and no place to go, and it was raining too. We shouldered our packs again

and made it into Alhandra about eleven o'clock that night, cold, muddy and wet.

Mr. Bob Johnson was ferryman, and Mrs. Johnson was like a mother to us. She put us to bed and Bob agree to call us if the stage and mail arrived, but the ice had broken and "she's a little risky," Bob got us out and said he was going to run the river, but the ice had broken and "she's a little risky," Bob said. It was dark and raining. Bob took part of the mail and me the first trip. He rowed while I pushed away chunks of ice two and one-half feet thick and eight to ten feet wide or long. I knew then how Mr. Washington felt while crossing the Delaware, only I didn't stand up as he did. Next trip, Bob brought Nile, and said, "The other passengers had more sense than we had. They were going to wait for daylight." We got into Vernal that night and filled up on Mother McClellan's good food, and waited for the Jensen stage, which Mr. Seymour Snow operated. We got started for Jensen about four o'clock. It was a rainy, wet afternoon.

One of Mr. Snow's team was a bit—uh-uh—frisky with her tail. She got it over one line and—whoof! she went. Mr. Snow fell out. I caught one line and circled the running team until we finally hit dead center a pole of the new telephone line that Charley Neal was building. The wagon buckled, the tongue was broken, and one wheel went all wrong. Mr. Snow said he would go on afoot to the Bishops, and come back for us. Nile tossed a dollar

in the air and I lost, so I had to ride the fractious filly. I don't think I made any fancy ride, but I stuck to her somehow and we lit out for the Bishop's. He was a good man and we certainly appreciated that hot supper. He took Mr. Snow, Nile and me on to Jensen, where Henry Chatwin ran a postoffice-store combination, and Mrs. Chatwin (Aunt Att) ran the hotel. We stayed there two weeks. Newt Stewart rustled a couple of saddle horses for us so we were fixed up fine and dandy.

We carried our level into the canyon, but it proved to be impossible to get a grade for a gravity ditch.

In 1914, I was waiting in Vernal, I being sent by the Denver & Salt Lake Railway to negotiate for rights-of-way and to make a general survey of conditions and resources of the Uintah Basin, being held there by reason of the sinking of the Luisitania on which Mr. Newman Erb, president of the railway, was a passenger. The loss of Mr. Erb caused the suspension of many plans.

I had just before this been up to Montpelier, Idaho, chasing a lost freight shipment for the railroad, and had occasion to examine the phosphate deposits in the Montpelier and Georgetown districts of Idaho.

While waiting I became acquainted with Judge McConnell, and he showed me some ore he thought might be silver.



Snowslide in Indian canyon in 1903; 3 mail trucks buried and they drove over the trucks all winter. Indian canyon snowslide in 1926 when one man was killed and 7 trucks were buried in the slide. For about a week they crossed over the top; one truck was lost. They found it under the frozen roadway where the tractor has crossed over. The drivers and workers were trying to remove a small slide ahead, when one man hit a tree with an ax and the whole mountainside came down the 12 degree grade. Jerry Murray rode a scoop shovel down the mountain side and up the other side of the ravine about 100 feet. Kenneth Spiers was buried in the snow, but they dug him out and saved his life. They were passengers on the Dodge stage line, owned by Jess Johnson and Ed Wentzel.

Mr. Nile Hughel had by this time located in Vernal, and I spent a lot of time bothering him. I kept my saddle in Ed Sumner's and John Pope's livery stable.

The railroad company wanted me to see some of the cattlemen who planned shipping beef that fall, so I saddled up and headed for Diamond Mountain, stopping for the night with Mr. Frank Goodman. Mr. Goodman showed me some more rock similar to the specimen Judge McConnell had. I knew it was phosphate rock. Next day I started from Little Brush Creek and followed the canyon edge where I had found the phosphate bed to be in place. I laid out that night in the Broken Cliffs about three miles northeast of the ranch of Joseph Campbell. The next day I got into Big Brush Gorge and laid out that night in the big cave about three-quarters of a mile above where the Gorge ends.

The next morning about eleven o'clock, I discovered Joseph Campbell's house, and found these people to be "salt of the earth." I stayed there two days. I brought samples of phosphate rock from several natural exposures. When I returned to Denver, my findings were confirmed by analysis.

It took thirteen years to get patent to these lands and it was pretty tough going until Colonel A. E. Humphreys joined me.

Again in 1915, I allowed myself to be persuaded to tackle this wicked wanton river again, and finally got out into the open valley from Split Mountain Canyon, and tore my intestines loose from my bones by filling up on the good food Prof. and Mrs. Earl Douglass gave me. God bless 'em.

In 1944, after being away on a variety of expeditions involving exploratory work in widely separated back county places, to my surprise I found the oil refinery of the Equity Oil Company across the river from Jensen and I, at once, thought, "Ol rivah, I'se got you now."

I found a monument Nile Huhgel and I had set in 1910—34 years before. A survey gave me sufficient information to base an estimate of pumping costs from the river to a ditch located so it would deliver water for the big bench.

In October, 1944, water was flowing through the new ditch and spreading over these lands.

Labor supply is short and the farming of any great area difficult now, but slowly this land is coming into its own. Power from Echo Park will permit large tonnage production of phosphorus and make possible the reclamation of many thousand acres of fertile lands along Green river.

—So—

I had to go, I had to know
Why deserts starve while the rivers carve
And tear out a mountain's heart.

By Harry Ratliff

BASIN FLYING SERVICE

On May 18, 1944, Jack C. Turner started flying over here from Grand Junction, Colo., two days a week, giving flying instruction. At that time there were no airplanes in Vernal and all flying was done at the airfield on what is termed the "bench" which is approximately eight miles east of Vernal. In the latter part of 1944, the city and county purchased land southeast of Vernal just out of the city limits, where the present airfield is now located.

In February, 1945, Francis Felch, Stanley King and Jack Turner organized the Basin Flying Service. Later on in the same year, Mr. Turner took over the entire interest in this company had in operation three light aircraft. The Uintah School District had one aircraft and Charles R. Henderson, Martin Campbell and Mandy Campbell formed a club and purchased a plane.

Within the past two years aviation in Vernal has advanced by leaps and bounds. Improvements have been made on runways, hangars have been built which will accommodate thirteen aircraft. Other buildings consist of offices, pilot lounge, club room and caretaker residence. The operator has eight light aircraft in operation for student instruction and rental, and one four-place ship for charter service, which take one hour and fifteen minutes from Vernal to Salt Lake City. A G. I. flight training program is in full swing, besides the training of many civilians. There are now twelve airplanes owned by private individuals and clubs and there are forty persons who have at least a private pilot's license.

SCOUTING

Scouting in Uintah County was first sponsored by the two Vernal Wards in 1913 with Scoutmaster A. V. Watkins in First Ward and Scoutmaster J. Winter Smith in Second Ward. The Congregational church sponsored a troop in 1919 with Scoutmaster L. C. Thorne. Charles E. Sebold succeeded him. From 1920 until the present time scouting has been available to boys in all the communities of the county. Between 1923 and 1936, scouting was given a prominent place in the Uintah Basin Industrial Convention at Fort Duchesne. A number of the local troops still display on the walls of their dens the deerskin trophies awarded at the U. B. I. C. in the troop contests on rope-spinning, knot-tying, fire-building, shelter-pitching, first-aid, cooking, signaling, Indian sign language and archery. Thousands of people witnessed these public demonstrations of skill and speed; and immense crowds were present at the courts of honor where the medals and trophies were awarded.

The first official scout camp for all troops of

Summary

By Edith Collett

The first white man to visit Uintah county was *Dominguez* Escalante. Nine other white men were with him. On Sept. 13, 1776, they camped north of Jensen.

General William Ashley, a fur trapper, came down the Green river in boats in May of 1825.

* The first fort built in Utah was Fort Robidoux. It was built on the Uintah river near Whiterocks about 1833.

* "Kit" Carson built a fort at the mouth of the White river during the winter of 1835.

Uintah county was one of the last counties in Utah to be settled by white people.

* In August, 1861, at a Sunday meeting in the Tabernacle in Salt Lake City, President Brigham Young asked thirty men to come to the valley of the Duchesne river to make a town. This settlement was not made at that time.

* Whiterocks is the oldest white settlement in Uintah county. It is also the oldest settlement in eastern Utah. It was started by Captain Pardon Dodds, the Indian agent, in December of 1868.

Another man took Captain Dodds' place as Indian agent in February, 1872. Then Captain Dodds took up a homestead on Ashley river and was the first pioneer of this valley. Five years later there were several families and many unmarried men living here. The first school in Uintah county was held during the winter of 1877-78 in Ashley. William Britt was the teacher.

In 1879 a fort was built where the J. C. Penney building now stands. They built the fort because it looked as if they would have trouble with the Indians. S. P. (Pete) Dillman and Clinton McClain went to Colorado and stopped the Indian trouble. Mr. Dillman became lost on his way home and went seven days without food. Another person who helped to keep the Indians and whites from fighting was Chief Ouray, chief of the Uncompahgre Utes.

Vernal was first named Jericho, then it was called "Hatch Town." It is said that there are only three other places in the world where gilsonite is mined.

UINTAH SCHOOL DISTRICT

Tourism School, Vernal, Utah—1940

HISTORY AND HIGHLIGHTS OF UINTAH BASIN

Escalante's Expedition, July, 1776, Jan. 2, 1777, visited Ashley Valley.

Wm. Ashley and Wm. Henry's Rocky Mountain Fur Co. visited in 1824.

Ft. Crockett, near Flaming Gorge, was established in Daggett county in 1824.



